

CHANGING GEAR

September 2006 (3)

National Rally 2006



Best TA winner ~ Ed Powell

Other prize-winners inside

the magazine of the NG owners club

THE NG OWNERS CLUB

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Can you work out which proud dad received this card on Father's Day?

(Clue: see June issue of ChangiNGear)

It was of course in colour!

NGOC National Rally Prize
Winners - see p18

Next issue: December 2006
Deadline for submissions:
8th November



Chairman's Letter

Well, the price of petrol continues to go up but I am sure that, NGs being fairly economical, we all managed to get in a lot of enjoyable motoring through the recent spell of really good weather. Dare I say, the nearest to a good old fashioned summer in a long time.

The National Rally was blessed with such weather, it was superb. The venue was ideal and very much appreciated by everyone. Nearby Stratford-upon-Avon also proved to be a lovely and historic town to visit which could easily be reached by road or river (taxi). The more local village of Tiddington was handy, within walking distance and able to cater for the more immediate and essential needs such as bread, toilet rolls, fruit and beer - not necessarily in that order. I was always confident that the site would be a good one.

My thanks go to everyone who participated and in particular to the organisers and helpers of the day for a really good weekend as I understand everyone had a good time.

In fact, by popular request, the same venue has been booked for the last weekend in June next year, i.e. Saturday 30th June to Sunday 1st July, 2007. Those Club Members wishing to make a longer weekend can arrive on Friday 29th as in previous years.

Whilst the attendance for this year's rally was reasonable it would have been more rewarding to have seen more cars. I ap-



preciate that there are a lot of activities going on during the summer months and one cannot be involved in everything. That is why the committee decided to act quickly and make next year's booking as early as possible and try to achieve two things:

To be certain of securing a popular venue.

To give Members plenty of warning to allow next year's diary of activities to be established, hopefully in the Club's favour.

As always keep your eye on our EVENTS CALENDER for the rest of this years programme.

Peter Clark

*Thank you for your
'A Day in the Life of an NG'
entries.*

*See results in December
issue of ChangiNGear.*

Editorial

Summer is a strange beast! It seems a while ago now that we had all that heat and no rain. I suppose it was inevitable that it wouldn't last through the 'summer holiday'.

At least my wife and I were very fortunate to have our holiday while the weather was hot and dry in July. We took the NG (which seems to have adopted the name of Dobby, on account of its number plate) over to the Isle of Wight and I must say what a delightful place it is. We didn't use the hood once! Dobby provoked much interest but the cooling system was well tested and so I have now fitted an electronic adjustable fan control.

I would like to say a big thank you to all of you who have submitted articles for ChangiNGear - at last I am in the enviable position of being able to select material for the magazine - but please don't stop! Although your contribution may not be used at once it will help me to keep a small reservoir of material.

While on the subject of thanks, our appreciation goes to Mark Stanley for taking on the role of Regalia Manager. Please support him by returning the form on page 17 (or photocopy or e-mail) to let him know what products you would like available. Thanks also go to Bob & Manda Preece for successfully looking after the job for so long. We also

thank Chris Wilson for being our past East Anglia rep. and David Edwards for taking over that role. If you live in the East Anglia area, David is keen to hear what meetings and/or events you would like, so please contact him (see his note on page 4).



There have been a number of events since the last issue, not least our National Rally - a roaring success again, see report later in this issue. A few more events for this year have been added - a revisit to Exbury Gardens (see later), a meet to see the London~Brighton Veteran Car Run and, of course, the annual SE Area Christmas Dinner. I would also like to draw your attention to next year's events including a Car Show on the Isle of Wight and the dates for our National Rally 2007.

Finally, it is encouraging to see our Web Site being increasingly used with the advertisements and forum generating interest so, if you can, do have a look. I am also hoping to make some of our literature available soon as PDF files (so it can be 'downloaded') and perhaps also some back issues of the magazine.

Happy NGiNG!

Chris Humphreys

Secretary's Notes

September 16/17

The National Kit & Performance Car Show, Donington Park, Castle Donington, Derbyshire.

This is another show that has improved over the years, and once again Dennis Roberts can give you details should you require them.

November 5

London to Brighton Veteran Run

Meet at the Tattenham Corner car park on Epsom Downs to leave at 8am sharp and take a run down the A23 Brighton Road to see the old cars pass by. Roy DeBois is the contact member for this outing. You can call him on 020 8773 1948 for more information.

November 18/19

The Great Western Kit & Sports Car Show, West Point Exhibition Centre, Exeter, Devon.

This is another show I have visited. The very first show was not all

that inspiring, but Amanda and I attended last year and found it much improved, so much so we will try to get there this year,

although we turned up in the tinny, as the middle of November tends to be a little chilly and the display of owners cars is a bit disorganised as no area for individual clubs is marked out.

If you intend to visit the show then give me a call so that we can make arrangements for us all to meet up. I shall only attend on the Sunday.



December 10

S.E. Christmas Lunch, Kingswood Arms, Kingswood, Surrey

Peter Clark has booked us in for this years meeting and I hope you will be able to attend. We have a

To all East Anglian Members

I have now taken over from Chris Wilson as local area contact for the club. It would be helpful to know if there are any ideas or requests for meetings or events in the future. In light of any comments I will attempt to minimise the travel distance to help all parties.

My email address is: david.edwards007@yahoo.co.uk.

Home address: 1 Cox Lane, Gt. Barton, Bury St. Edmunds. Tel: 01284 788118

David Edwards

Regular NG Meetings

Sheffield, Leeds, Yorks area: various meets & activities
(Dennis Roberts 01142 878515 - Phone for details)

Oxford - Monthly lunch-time meet: date depends on interest, 12 noon
The Six Bells, Warborough, off A423 Oxford/Wallingford
(Bob Morrison 01793 783105)

East Anglia area: various meets & activities—see David's note on previous page (David Edwards 01284 788118)

Surrey - Monthly evening meet: every 2nd Tuesday, 7.30pm
The Club Room, Brooklands Museum, Weybridge, Surrey.
(Peter Clark 01737 832367 - See also "Monthly Natter" panel)

Kent - Monthly lunch-time meet: every 2nd Sunday, 12.30pm
(John Jewsbury 01622 890992 - Phone for current venue)

New Forest & District monthly lunch-time meet: every 1st Sunday, 12 noon
(Keith Baker 02380 864310 - Phone for current venue)

Cardiff (Sth. Wales) meet: by arrangement
(Brian North 02920 341671 - Brian also does engine reconditioning)

The Brooklands Club ~ Monthly Natter Meeting Dates and Events 2006

January 10 th	New Year Natter
February 14 th	(Early) Museum Tour
March 14 th	Inter-Club Quiz
April 11 th	A Spring Natter
May 9 th	Lecture
June 13 th	Pride of Ownership, Steak & Chips Supper
July 11 th	Walking Treasure Hunt
August 8 th	Barbecue & Summer Natter
September 12 th	Quiz
October 10 th	An Autumn Natter, Fish & Chips
November 14 th	(Early) Museum Tour, Lecture
December 12 th	Christmas & Prizegiving

Events Calendar 2006-7

<u>Date</u>	<u>Event</u>	<u>Contact</u>
1-3 Sep	Revival Meeting Goodwood, Chichester, West Sussex	Info only
9-10 Sep	Beaulieu International Autojumble Beaulieu Event Fields (National Motor Museum), Hampshire	Info only
16-17 Sep	National Kit & Performance Car Show Donington Pk, Castle Donington, Derbyshire	Dennis Roberts
1 Oct	NGs at Goodwood Breakfast Club Goodwood, Chichester, West Sussex	Paul Gray
7 Oct	New Forest & Exbury Gardens revisit Nr. Beaulieu, Hampshire	Keith Baker
5 Nov	London ~ Brighton Veteran Car Run Meet at the Tattenham Corner car park on Epsom Downs	Roy de Boise
18-19 Nov	Great Western Kit Car Show Westpoint Exh. Centre, Exeter, Devon	Bob Preece
10 Dec	SE Area Christmas Lunch Kingswood Arms PH, Kingswood, Surrey	Peter Clark Bob Preece

2007

6-7 May	National Kit Car Show National Agricultural Showground, Stoneleigh, Warwickshire	Bob Preece
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<u>Date</u>	<u>Event</u>	<u>Contact</u>
2007		
17 Jun	Isle of Wight Classic Car Show Brading Roman Villa, Brading, Isle of Wight	Keith Baker Chris Humphreys
29 Jun-1 Jul	NGOC NATIONAL RALLY Riverside Caravan Park, Nr. Tiddington, Stratford-upon-Avon, Warwickshire	Bob Preece

Sec's Notes (cont. from p4)

dining room off the main bar and is ideal for our end of year club celebration. The room only holds 40 persons so let me know as soon as possible if you would like to attend. We do not know the cost of the meal at this time of the year, end of August when I am typing this note, but going by the last couple of years it should be about £20 each.

I am pleased to let you all know that Mark Staley of the Midland Group has agreed to take over the running of the club regalia, so look out for the new products that will be on sale very soon. I would like to thank all the other members who also volunteered their time to do it. It is very much appreciated.

Finally I have to announce the passing of one of our members, John Sheldrake, who I have known for a number of years. I first met John when I took my old TA for its annual MOT test in the late eighties, being a vintage car owner himself, an Aus-

tin 7, he was quite sympathetic to the older vehicles, although he carried out the test correctly and would fail any car not up to scratch. He was always interested in the TA for the same reason most of us have in the NG range, it looks old but doesn't have the old car problems. Every time the test came up he used to say, "If you ever think of selling give me a call". About three years ago I decided that as I was only driving the TA to and from the test station I would sell it, so John became an NG owner and club member.

When John bought the T.A. I knew that he wasn't a well man but he enjoyed driving the NG putting over 9,000 miles on the clock in 3 years, more than it had done in the previous 10 years.

He died in the middle of June this year and will be missed by the members of the Surrey Vintage Car Club where he was a member for many years and by the Surrey group of the NGOC.

Bob Preece

Events Web Sites

Web Sites for Venues

Beaulieu Motor Museum	www.beaulieu.co.uk
Capesthorpe Hall	www.capesthorpe.com
Castle Combe Circuit	www.castlecombecircuit.co.uk
Donnington Park	www.donington-park.co.uk
Exbury Gardens	www.exbury.co.uk
Goodwood	www.goodwood.co.uk
Harpden Common	www.classicsonthecommon.com
Kent County Showground	www.kentshowground.co.uk
Knebworth House	www.knebworthhouse.com
Lavenham	www.lavenham.co.uk
Newark & Notts Showground	www.newarkshowground.com
Popham Airfield	www.popham-airfield.co.uk
Rougham Airfield	www.roughamairfield.org
Shrivenham	www.shrivenham.org
Staffordshire County Showground	www.staffscountyshowground.co.uk
Stoneleigh Park	www.nac-stoneleigh-park.co.uk
Westpoint Arena, Exeter	www.westpoint-devonshow.co.uk

Other Web Sites

Racing car show, NEC	www.autosport-international.com
Kit & Car Builder Show, Harrogate	www.car-shows.co.uk
London~Brighton runs & Knebworth	www.greenwoodsexhibitions.com
London~Brighton Veteran Car Run	Www.lbvcr.com
Kit & Perf. Car Show, Donnington	www.limelight-exhibitions.co.uk
General Info	www.totalkitcar.com

These web sites are listed to provide a source of additional information for the events listed in our Events Calendar.

Have you been anywhere or done anything in your NG? Why not send in a few words and/or pictures for ChangiNGear?

Next issue: December 2006

Deadline for submission of articles: 8th November

News from Findhorn Cars

Much of our focus at Findhorn recently has been on building a left hand drive TF for Belgium with a K series engine.

This has been an "interesting" exercise. Yes everything fits, we knew it would, with a modification to the foot well and a Type 9 gearbox. However the engine mounts, the radiator plumbing, the exhaust pipe and the engine wiring have all been an exercise in the possible - as in the impossible takes a little longer! We will record the build in photographs when the car is taken to bits after SVA for painting.

We have a new supply of shiny bonnets - both plain top 1800 bonnets and side-pipe/louvered top V8 bonnets. For the record, these are cut to length for an 1100mm spacing between the steps in the body and the nose cone. It is our experience that it is much easier to build the car to size than adjust the bonnets to a random shape of the car.

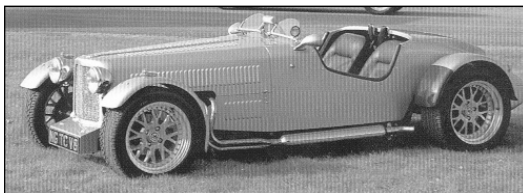
The new website is close to going live. It has been a much bigger job than I imagined and has taken a great length of time. You can see the development site at www.intuitiondesign.co.uk/FC_cars. Comments would be appreciated.

George and I are taking our silver TC to the Italia-Sardinia rally at the end September. The car will be pretty much as we built it originally, except that in an effort to improve the self-centring, we have fitted a pair of front wheels with the hub mating face further out-board to bring the king pin axis a bit nearer the centre of the tyre patch. I suspect that in due course, I will be completely re-engineering the front suspension - but that is for the future. The other modification will be a big roll over bar, George and I being rather tall! I am keeping my fingers crossed for the cooling, not that I have any real concerns, but

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Petersfield, Hampshire
GU32 1QN

tel : 01730 823647
fax: 01730 823580
web: www.ngcars.co.uk
e-mail: info@ngcars.co.uk



All NG parts supplied
from chassis to brake pads

we all know that the TC V8 cooling does not have a lot in reserve. Hopefully the end result will be that we can say we did this and

the cooling was fine.

Best wishes,

Nigel Brooks

Members' Letters & Articles

Exbury Gardens (May 2006)

Hoods were the order of the day for the NG outing to Exbury Gardens in the New Forest. The weather forecast was rainy with sunny periods and heavy showers. Well that was about right - except there weren't many sunny periods!

Sunday 21st May at least dawned dry and Lesley and I decided we would risk the 113 miles to meet our



fellow NGers at Exbury. As most of our journey would be M25/M3 and the clouds were threatening, we decided that the hood would have to be on. So we set off at 8:15am and at least found the traffic light (what other twits would rise up at that hour on a Sunday morning?).

After a 20 minute stop at the

services, we continued in the light rain, which had now begun, and arrived just 5mins after the meeting time of 10:30am - a total of 2 hours travelling time - at quite a good average speed.

But as we drove into the car park, where were the other NGs? Eventually we spotted Keith Baker frantically waving his umbrella at us from the far end of the car park. After a little waiting, Lesley and I retired to the café while Keith and Som waited for the others. Eventually another 3 NGs arrived and the 5 cars then processed to the privileged place on the lawn in front of Exbury House. We kept our distance from the Rolls Royce Owners Club gathering so as not to show them up!

Replacing hoods with umbrellas, we gallantly trooped off to the next





café (and lool) stop where we were closely entertained by a resident chaffinch and peahen. Suitably re-charged, we followed our guide Som, who used to work at the Gardens. We walked around the paths being amazed by the beautiful, natural colours of azaleas and rhododendrons which were growing in profusion. At every corner, there seemed to be some new shade of colour or shape of flora, then the excitement mounted as the map revealed the "wiggly tree" and the hunt was on. We finally came across it (together with another one which I was convinced was Treebeard) and saw exactly why it was so called.

Our appetite growing, we paused under a bell only long enough for a photo and then headed off via the cars to the larger café for lunch. The rain had given everyone else the same idea (including the chaffinch) but we all eventually managed to get a table inside to eat our meals (except the chaffinch who hopped back and forth across the central beam).

Replenished and eager, off we

went to the rock garden, which had been attractively laid out with massive rocks some time ago. Our next port of call was the steam railway. A small scale, rather quaint train took us around another part of the beautiful gardens where we saw a number of 'animals' created from bushes, etc. We also saw a tree planted by



Her Majesty (not the royal 'we' but a royal yew!).

To round off, we visited the inevitable gift shop and art gallery and then back to the cars - when the sun finally shone! Our braver members put their hoods down to return home but with 113 miles to go we didn't risk it, and we were quite right too!

Despite the rain, our spirits were not dampened and it was definitely worth the effort (and, for us, the 225 mile round trip) to see the wonderful Exbury Gardens. Those that went have free return tickets for entry in the autumn but I recommend that you join us if you can.

See panel over page...

Chris Humphreys

Exbury Gardens Revisit - 7th October 2006

Meet up at Lyndhurst (Grid ref SU304082) at the car park on the East side of Lyndhurst at the junction of A35 (Southampton Rd) and B3056 (Beaulieu Rd). (Not the car park in the centre).

Schedule:

10:30am Meet at Lyndhurst.

11:00am Short drive (15-30 mins approx depending on decided route) through the Forest down to Exbury Gardens.

Those with free tickets from our previous trip can visit the gardens (tea room inside the garden, lunch picnic, bring your own).

Alternative, for those that do not have a ticket, you can either buy one ☹ or continue on to Bucklers Hard (fee for museum) or Beaulieu (free) for a bit of site seeing and lunch snack, tea and cake in the tea rooms or garden centre.

3.00pm Meet back at Exbury for afternoon tea in the restaurant.

Further info on Keith's local NG web site www.1000fluffyclouds.co.uk (click on the NG logo) or call Keith on 02380 864310

Keith Baker

National Rally 2nd-4th June '06

What a great venue! Riverside Park at Stratford-upon-Avon was a great find and many thanks to Bob Preece for booking the site and, together with Peter Clark, organizing yet another superb weekend event. How Bob & Peter managed to provide such superb weather is beyond belief!

Donna & I arrived early afternoon Friday with a brief stop for supplies at the off-license in the nearby village of Tiddington. Riverside Park is a dedicated caravan site with a clear sign at the entrance stating 'no tents' but we were smug

in the knowledge that bookings for the rally field supercede the normal rules. On arrival at the rally field (complete with river frontage) we were greeted by the sight of a large marquee that the club had hired for the weekend. The hot-water boiler & gas bar-b-q's were still awaited but





had been promised for Friday & arrived in the nick of time for the evening cook-out. The bar-b-q's were heavy-duty 'professional' items but most of us found that you can ruin a decent steak just as easily on a good bar-b-q as you can on a throw-away.

Incidentally, for those who were averse to cooking all their meals on the bar-b-q's, there was a very reasonable café on site & several people vouched for the quality of their fish & chips. In fact, the breakfasts were even better with a very reasonable meal costing 99 pence. At least two members opted for the double breakfast on Sunday morning and both had to stagger away with the meal unfinished! Having said that, one of the joys of these weekend events is cooking bacon & eggs in the early morning sunshine - there's something about the smell that is irresistible.

Donna & I had brought our lightweight Comanche Petit trailer tent on it's inaugural trip. For those not into camping, the Petit is one of the lightest trailer tents on the market with an all-up weight of 160 kg mak-

ing it very easily towable by an NG (no, I'm not on commission). We can state this with confidence having previously towed a 350 kg trailer without difficulty with our TF. In fact, we bought the t/t from a member of the Citroen Specials Club & a number of their members tow similar outfits using their 600cc 3-wheeled Lomaxes. All we need now is to finish building the TC to go with it!

Having arrived on the Friday afternoon, we were pleasantly surprised to see that a number of other members and their families had also decided to camp over the weekend. The weather was absolutely delightful from the moment we left home on Friday until we left the site on Sunday afternoon - eminently suitable for the outdoor life (unlike most of the summer so far). With wall-to-wall sunshine throughout the weekend, the only down-side was that the temperature dropped rapidly during the nights and most campers struggled to keep warm. Quite a number of attendees had booked caravans for the weekend &



others sampled the local B&B's. There is certainly no shortage of suitable accommodation in the vicinity. For the on-site campers the nightly fee was a very modest £7 per tent.

As mentioned earlier, this is strictly a caravan site so the only tents allowed on site were those associated with our event in the rally field. The upside of this restriction is that nearly all of the caravans on site had their own facilities so the showers/loos were never busy.

The rally site was situated a mile or so from the centre of Stratford and the site owners operated a river taxi which many of us sampled during the weekend. The first 'taxi' of



the day left the site at 1000 hrs on Saturday morning & we enjoyed a very pleasant 15-minute trip along the river (£1 each). The taxi was a small electrically-powered craft that fitted in perfectly with the rural setting.

The taxi deposited us in the middle of historic Stratford where the

tourists were already much in evidence. Donna had previously downloaded a tourist trail from the internet so we were able to walk around & pick out the more interesting old buildings in the town. After a pleasant interlude we were happy to escape the crowds again and set off to walk back to the site along the



river-bank.

During Saturday afternoon, one member turned up with a front wheel bearing that appeared to have collapsed during the latter stages of the trip & he arrived with some very unpleasant noises emanating from the front end. When the wheel was jacked clear of the ground it couldn't even be turned by hand and there was a lot of free-play evident. Unfortunately it was too late in the day to source a new bearing - all the motor factors in the area having closed. NGOC members are not known for giving up easily & everyone rallied round to try & help. In the end, John & Barbara Hoyle set off in the hope that they might be able to find a classic car specialist in

the area. On their way out of the site, John spotted a police car & sought advice from the pc who turned out to be a mine of information. John & Barbara then set off for the recommended garage only to find that the business had changed hands and was no longer a supplier of classic car parts. However, the new owners were willing & able to provide the previous owner's address & John promptly drove there & knocked on the guy's front door. The result was that the very helpful guy had a spare bearing in stock & was also prepared to come out straight away with tools and help replace the bearing! Within an hour the bearing had been replaced and a very relieved V8TF owner returned from a test-



drive with a smile back on his face.

On Saturday evening the bar-b-q's were again put to full use with many attendees cooking 'gourmet' meals - well maybe not quite! Throughout the weekend Manda Preece beavered away diligently in the background providing copious supplies of tea & coffee at no cost

to members. A number of members had kindly brought home-made cakes, a tradition at the rally, for others to sample alongside the hot drinks. With the gas bar-b-q's always available, there was no need for anyone to bring their own camping cookers although we did appreciate ours for that early morning



cuppa before the hot-water urn had warmed up. For those members intent on self-catering, the nearby village of Tiddington was a half-mile walk from the site entrance with just enough shops to satisfy most needs.

Alan Goodbun took several members out for a ride in his superb 4.6 litre TCV8 over the weekend & most of them came back with a smile on their faces! Alan's car looks as good as ever & was again a very worthy award-winner. Alan mentioned that his TC has been featured in one of the mainstream kitcar magazines - due to be issued next month - keep a look out in your local newsagents.

Sunday afternoon culminated in the usual awards ceremony at around

Club Products & Regalia

Invitation to all club members

Firstly, can I on behalf of all club members, thank Bob Preece for taking care of the club regalia for all these years, he's done a fine job indeed. Thankyou Bob.

Secondly, I have volunteered to take over the role and would appreciate input and suggestions, (clean please) from members with regard to items and styles of regalia that we as members would like.

At the National Rally a number of suggestions were made ranging from socks to fleeces, brollies to glasses cases all with the **"NG Owners Club"** logo on.

Which leads to another area, which logo. The written logo or the gear logo, please comment.

Also if anyone has any contacts for suppliers, please let me know, at present everyone I have contacted will only supply large quantities, but I will persevere.

We have at present no stocks of any items, well done to the sales ladies at the National Rally, so please be patient whilst I get the ball rolling again.

I can be contacted on

Tel: 01332 723927 or 07711 124153

E-mail: mark.staley2@ntlworld.com

Please complete and return the form opposite (or a photocopy) to me a.s.a.p. Thanks in advance.

Mark Staley



←Written logo

Gear logo→



CLUB MEMBERS, WHICH OF THESE WOULD YOU BUY?

CLOTHING WITH EMBROIDED LOGO

Please tick

POLO SHIRT

FLEECE

CAP

SWEATSHIRT

SOCKS

SCARF

OTHER ITEMS

SMALL FOLDING BROLLY

GOLF BROLLY

GLASSES CASE

MUG

KEY RING (METAL TYPE CLUB "GEAR" LOGO)

TAX DISC HOLDER

WINDSCREEN BADGE

SPARE WHEEL COVER

GEAR LEVER HORN PUSH BADGE

WORKSHOP OVERALL

PREFERRED LOGO

written

gear

ANY OTHER SUGGESTIONS

--

I WOULD REALLY APPRECIATE AS MANY REPLIES AS POSSIBLE

NGOC National Rally 2006 Prize Winners

Best TA (cup)	Ed Powell	FAW 195D
Best TC (shield)	Alan Goodbun	SKN 372M
Best TD (shield)	Nigel Hinton	CFV 231S
Best TF (shield)	Don Steen	WEU 379L
Best Henley (shield)	John Williams	Q48 OOT
Concours Cup	Paul & Christine Lovatt	ACU 307L
Youngest Car Owner	Rebecca Powell	RCP 1
Youngest Member	Natasha Powell (5 days old - attended Sat eve)	
Furthest Travelled	John Collins (>260 miles)	
Cheetham Cup (mods & innovations)	Jeff Stretch	
Editor's Cup	David Holland	
Peacock Trophy (Clubman of the Year)	Mark Staley (for helping other club members, particularly with advice on SVA matters)	

2pm and the worthy winners are in the adjacent panel.

Peter C thanked, in particular, Bob Preece for organizing the weekend, Manda for providing all the refreshments & the rest of the committee for their support and efforts throughout the year & during the weekend. Emily Fowler was also thanked for helping Manda to count & sort the voting slips.

And finally - great news from Bob Preece - Bob has been able to book the same site for next year's National Rally at the end of June, specifically **Sat 30th June & Sun 1st July 2007**. You may not have next year's diary yet but that's no excuse for double-booking. So please make an early note for next summer and, in the meantime, the committee will plan some fun events for the weekend. In conclusion,

there is something for everyone at this very exclusive venue, set in a beautiful part of the country - looking forward to seeing you there.

Paul Gray

Addition to the NG Family

Hello and why were you not out in your NG the last few weeks? I can't use my excuse of being overseas anymore. I'm now determined to use my NGs as much as possible now and make up for those lost years. I'll admit thought that the clutter is piling up along side in the garage and I'm breaking my self imposed rule of "nothing in the garage except an NG". I noticed a local Cobra owner had succumbed to this, his beautiful Cobra was buried under an enormous pile of clutter and he was busy washing his "Tin Box" outside on a

glorious day. You are pampering the wrong car! My clutter must have something to do with my comment "Dad, we really ought to get a decent workshop power saw" while we were finishing off the winter work on the TD. Dad's favorite on-line auction house produced a lovely Ajax power saw with a second unit for spares. There, a legitimate reason for breaking my rule and cluttering the garage.

Our first real outing this year was in the TF on Sunday 19th February. Dull and overcast but not quite raining however, good enough for hood down and foot down. We were heading for Bromley to look at TA being advertised by Mark Burgess. I had been mulling over owning a TA for some years, being a good family fun special that could include the children. Through the winter I had been in contact with Derek Shock and Allan Howarth to talk about TAs. Thanks to both of you for your time and it was a pleasure talking to you both about NGs. I was really looking for a TA, without doors and closer to home would sway me. The appeal of doors may become stronger as my years increase and I can always cut them in later. I had just placed a wanted advertisement on the club website and as it was being placed Mike Peel contacted me regarding Mark's TA for sale. Coincidence? So it was on that February morning Dad and I headed out. It was love at first sight again for the

TF and within a few hours we were heading home in convoy. Quite a sight although not for long... soon broken down on the hard shoulder of the M25! It was my fault for being so Gung Ho and heading home with the ignition warning light on! I had figured that on side lights only and ignition I'd get further than I did. Would you believe that I'm an electronics engineer? We attracted a lot of attention from passing motorists and hoots, hoots, hoots from one very enthusiastic lorry driver. Thankfully it wasn't long before the breakdown recovery arrived. The recovery man simply could not believe his eyes in that two people could be mad enough to be out in open top cars on a dull and now very drizzly February afternoon. The opening words to Dad were "Well then Grandpa, what's wrong with Chitty Chitty then?" We had to laugh at the situation, the TA is red bodied with silver bonnet and with Dad wearing flying jacket, leather hat and goggles - Mr. Potts and a famous red car from my childhood did spring to mind.

It wasn't long before I was put to shame completely having overlooked the very obvious - the output lead from the dynamo was disconnected. So that's why the red light was on. I had been tapping the regulator box and thinking of all sorts of complex reasons why there was no dynamo output. Well within minutes we were on our way home. The part-

ing comment from our friend was "You are mad, the pair of you, completely and utterly mad!" Yes and we still are. Progress home was a slow 50ish because the TA really was not in tune and coughed banged and popped through the exhaust at any progress over that, but we were on our way.

Not only were we more than late for Sunday lunch, we arrived home with another NG - so we were in the dog house for several weeks and a good friend housed the TD for a few weeks until I had my garage cleared of post moving house clutter.

Mark kindly sent the documents through the following week once payments had cleared and I began to get the TA back in tune through the evenings. Patience and tuning paid off and the TA was soon running much more happily. So much so, that I was almost flying home on the deserted back lanes at dusk in mid March, when disaster struck. I thought it was a plastic bag or large chunk of polystyrene debris on the edge of the lane and I carried on until disaster... it was game, stepped further onto its runway, stared at my approaching headlights and then at the very last second took up flight, just cleared over the bonnet loomed ungainly towards me and didn't quite clear the windscreen. There I was with "Game over" and left with a shattered windscreen and a bent frame. I was very thankful that I wasn't in the TD with aero screens

and I have to admit it's my own fault - I should have slowed and stopped, I know there is a lot of game about on the Hampshire lanes. I stopped to look for my supper but couldn't find it. I'm now struggling to find replacement rubber trim. Dad and I searched at the Detling show and the Stoneleigh show but no joy from any of the main trim suppliers. Have any of you recently rebuilt an early NG windscreen and sourced the original trim? The early Nick Green TA's have an almost U shape profile and the early TCs, TDs and TFs have an almost V profile. I'd love to hear from you as I'd like to get the TA running again ready for the Exbury meeting.

My first post winter run in the TD was to get to work because the family Tin needed an MOT. It was a good excuse to run the TD to work and check if the last few oil leaks were gone. They had not and so a little more fettling was required. It was very awkward nipping up the hydraulic fittings now that the radiator and cowling were refitted. A long run to and from the Detling show still showed a tiny weep that I finally traced to the copper crush washers on the remote filter and thermostat fittings. Think Automotive recommend fitting bonded seals because they are more flexible and take up the machined surface on the casting far better - all very well but I had not ordered enough of them and fitted copper crush washers in a

hurry to get the car running. I have since fitted some bonded seals and no more leaks - lovely and good advice taken. The next project was to get the brake pipes tidied and moved so that I can have room to do the clutch pipe. Perhaps next month, but NG events beckon so perhaps the month after.

Dad and I decided to service the TF before heading to Stoneleigh on the Sunday and reserved the best part of Saturday for a full service and I had optimistically hoped I would have time to wash her too. While changing the points and condenser I did our usual test of the vacuum advance, unit buy sucking on the hose. Nothing! But it didn't make any sense to me. We were about to pull out the distributor to change the vacuum unit when I realized in my haste that I was sucking on the

vacuum gauge hose. Having got the right hose this time the advance appeared to work. Well it moved, but after a second or two it wouldn't hold the vacuum and retarded. It's the first time I have seen this fault - a slight but persistent vacuum leak. The spares stock was sought and a working spare found and fitted. We also treated the TF to an alloy rocker cover while the bonnet was off and tappets were checked.

The time was well spent and Dad had an enjoyable drive to and from Stoneleigh. It was my turn to chauffeur the children in the family tin, but I gained immense pleasure to see Dad ahead of me in the TF driving amongst groups of other kit cars all of them on the way home after a good show. A great sight.

Enjoy your NG motoring!

Dave Holland and family.

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Tech Tips

SU (Skinners Union) Carburettors Part 3 - Pro's & Con's

The sole purpose of the carburetors is to mix air and fuel in the proper proportions at all engine speeds to provide maximum power and efficiency. Too much fuel is uneconomical and robs power. Too little fuel is economical but can be damaging to internal engine parts because of extremely high combustion temperatures at high speeds. The proper adjustment is a rather small range so error is easily possible. The car will still run, but not run well. Unfortunately, there are many problems that can cause the proper air/fuel mixture to get out of whack. Also, there are various engine maladies in the valve train and ignition that can give the appearance of carburettor problems, so be sure to check everything out thoroughly - or have a professional do it for you.

The needle valve and float can cause improper fuel level if they malfunction. If the fuel pressure is over 4 PSI it is possible for even a good needle valve to leak and cause an excessively high fuel level in the float bowl and possible flooding of the engine. Flooding is really meas-

ured in degrees; the engine may run badly and consume excessive fuel if partially flooded. Severe flooding usually shuts the engine down because of wet spark plugs. There are numerous possibilities in between these two examples. If the float is old it may have fuel inside it (1600) or have soaked up fuel (2000). In either case it will be too heavy so it will not float high enough - and let too much fuel in the float bowl. Again you will experience excessive fuel consumption. Be sure that the float bowl overflow tubes are intact

*SU carburettors
are excellent units
if treated well*

and not blocked since they are the vents to the atmosphere that are necessary for proper fuel flow. If this opening is blocked, the

movement of the fuel in and out of the float bowl can be impaired since the air that needs to flow in and out to fill the voids left by fuel movement cannot move freely.

The little rubber hose from the float bowl to the metering jet is made of spherical rubber that is fuel resistant and rather flexible. If it gets old and cracked, it can leak. If it leaks it generally will leak on the exhaust manifold which can quickly start a nasty engine fire. Many people replace these special hoses with fuel line, windshield washer hose, vacuum line, or some

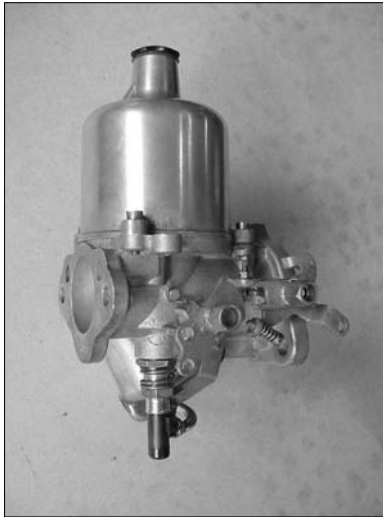
other hose. Use of the wrong hose can cause faulty operation of the choke since the substitute hose tends to harden from the heat/fuel of living under the carburettors. They often do not take the correct shape (the factory hoses are pre-formed) and may kink and restrict fuel flow. The attachment points on the float bowl and metering jet are quite small and larger hoses use larger clamps which may not grip properly. You can really simplify your life by using the correct hoses.

The metering jet is another part that can cause problems. Fuel flows through the metering jet constantly when the engine is running. The fuel flow can (and does) actually erode the brass away and enlarge the hole where the needle fits. This allows too much fuel to flow through and causes excess consumption. Also, if the jet is not centred properly in its sleeve, the needle will scrape on the side of the jet and cause the piston to stick. This will produce severe hesitation, stumbling, or stalling if it stays stuck when you hit the gas. You must loosen the set-nut on the bottom of the carburettor body and

carefully reposition the jet so the piston moves up and down freely and smoothly and makes a metallic clicking sound when it hits bottom.

If the needle is bent it will also cause piston sticking and fuel metering problems.

If the piston or dome are rough, corroded, or gummy the piston may not move freely. The inside of the dome must be very smooth and so must the outer edges of the piston.



You can help by putting a little WD-40 or silicone spray on the part of the piston that fits up into the hole in the dome. This will make it slide nice and easy assuming that all other things are in order. The piston should move and rotate in the dome (if the dome is off the bottom) without making any scratch-

ing or grating sounds which would significantly contact between the edges of the piston and the walls of the dome.

Because proper functioning of the carburettors is based on correct fuel flow based on air intake, air leaks can upset the mixture settings. The primary culprits for air leaks are the vacuum connection and the throttle shaft where it pene-

trates the carburettor body. If you renew the vacuum hoses any time they appear cracked or hard you will solve that problem. Leaking throttle shafts are not that easy, however. We have NEVER disassembled a used SU carburettor that did not have worn throttle shafts! The shafts tend to wear on one side only since the throttle return springs maintain a continuous downward load on the shafts during operation. This constant pressure and the short arc of rotation (1/4 turn) causes wear on one side of the shaft. In most cases the bushings and/or carburettor body are not worn so you can wrap one layer of 4 mil Teflon tape around the shaft where it fits into the body/bushing to tighten and lubricate it. On 2000's the Teflon tape is a great way to keep those little vinyl shaft seals in place when sticking the shafts in. Make sure there are no edges of the tape sticking up as you insert the shaft or you'll strip it off and have to start over. You can make the job easier by rotating the shaft as you insert it - sort of screw the tape and shaft into the body/bushing. This has proven to be a super fix for worn out throttle shafts. You will also find that worn throttle shafts tend to return to dif-

ferent "stop" points when the throttle closes. This will drive you crazy if you are trying to set the idle speed or mixture.

Bent or sticking choke linkage can prevent the metering jet from returning to its proper position when the choke is pushed off. This can upset the mixture. Make sure that this mechanism moves freely and easily.

Incorrect throttle return springs can cause terrible wear to the throttle shafts if they are too strong. If they are too weak the throttles may not close all the way.

Remember, carburettors are complex systems that are made up of many interactive and inter-related parts. Improper assembly, failure to properly maintain them, or the use of incorrect replacement parts can (and will) cause you plenty of grief. SU carburettors are excellent units if treated well.

Provided by Paul Gray
(Source unknown)

KEY SERVICE INTERVALS	Every
Check oil level of piston plunger	3000 miles
Check operation of choke linkage	6000 miles
Adjust mixture and idle	6000 miles
Check fuel/vacuum hose condition	6000 miles
Replace needle valves	24000 miles
Replace floats	24000 miles
Replace metering jets	36000 miles
Replace throttle shafts	48000 miles

New Members - Welcome

MR JONATHAN FITTON (1348) (HENLEY)
CUPAR, FIFE

MR MATHEW ELMORE (1349) (TC)
ABERGAVENNY, MONMOUTHSHIRE

MR RICHARD HALE (1350) (TC)
ALVERSTONE, ISLE OF WIGHT

MR TREVOR FARMER (1351) (TC)
STOUGHTON, LEICS

MR THOMAS WHITFIELD (1352) (HENLEY)
WARRINGTON, CHESHIRE

MR DON FULLER (1353) (TC)
SALTBURN-BY-SEA, CLEVELAND

MR HUGO VAN-MANEN (1354) (TF)
ASHINGTON, DORSET

MR DEREK THEOBALD (1355) (TF)
DORKING, SURREY

MR DEREK LOCK (1356) ()
WINSFORD, CHESHIRE

MR A J WELLER (1357) (TC)
CHELTENHAM, GLOS

MR MALCOLM EDWARDS (1358) (TF)
SARISBURY GREEN, HANTS

MR MICHAEL DAVISON (1359) (HENLEY)
REDCAR

MR MICHAEL SAUNDERS (1360) (TA)
SOUTHAMPTON, HANTS

MR DONNIE MACDONALD (1361) (HENLEY)
NORTHAM, NORTH DEVON

MR ANTHONY MILLER (1362) (TC)
BANBURY, OXON

MR JAMES NELLIS (1363) (TF)
STANFORD-LE-HOPE, ESSEX

MR TIM WYATT (1364) (TF)
STREET, SOMERSET

(Note: members 1348 to 1356 should have appeared in the June issue of ChangiNGear)

Sales & Wants

Reminder: unlimited advertising is free to members but ads may be removed after 2 issues unless I am notified that you wish to re-advertise, (For non-members there is a charge of £5 for 2 issues). Ads will also appear on the NGOC Web Site unless you specifically request otherwise. Ads may be accompanied by a single photo and may be sent to me by post or email. Ed.

For Sale



NG TA based on 1966 MGB with completely rebuilt engine that has done only 500 miles and has just had it's 1st oil change etc. since fitting. I have also replaced the rev counter and the combined oil/temperate gauge which weren't working when I purchased it. I love the car to bits but the wife won't drive it so it has to go I'm afraid. MOT'd till June 07. **£3,800 ovno**

I am in Scotland I'm afraid, but can deliver on a trailer at cost.

Tel: John 01549 402013

Mobile: 07739 464742

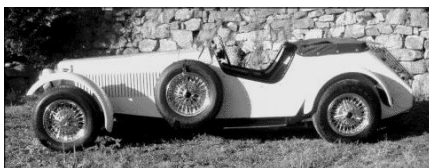
E-mail: john.42@tesco.net

NG TF 2+2. Built in 1998 SVA tested, single donor vehicle, non 'Q' plate. Lipara Blue and magnolia/dark



blue trim. Folding screen, aero screens. Unleaded 1800 with over-drive. All weather gear, boot rack. New MOT, sold with 6 months tax. Reluctant sale of ultra-reliable fun transport. Recently serviced and tidied. **£5995 ovno.**

Tel: 07951 777674 (Surrey)



NG TD 1800 based on standard MGB running gear. Fully rebuilt 1800 engine, 4 speed gearbox with over-drive, alloy rocker cover, chrome wire wheels (including 2 spares) with

Goodyear Grand Prix tyres, stainless steel exhaust, stainless steel 10 gallon fuel tank, burr walnut veneer dash, hood, full tonneau cover, $\frac{1}{2}$ tonneau cover, Mota Lita steering wheel, chrome luggage rack. All receipts for parts are available, many new parts were used in building this car. 12 Months MOT, tax exempt. **£4995.**

Tel: Pete 01736 797463

Mobile: 07866 164719

Information from a member (J E Broad) is that various **Marina parts** are available from John's Car Spares (English and Foreign from 1950s to 1980s).

Tel: 01992 522820 (Essex)



Excess to requirements: **NG Ascot rolling chassis** as per photo pre-SVA with Marina 1800 engine etc. It has a new exhaust system and various spares, the chassis is unregistered. **Offers.**

Tel: Dave 01159 328889

Mobile: 07973 636996

E-Mail: dave.giffard@ntlworld.com



Useful for those who are building a kit or converting: **Wooden dashboard** with cushion surround, **offers.** **New radiator** with deep copper core for V8 conversion of a NG TF, **offers.**

Tel: John McMurray 01384 287864

E-mail: j.g.mcm@btinternet.com

NG TF converted to aeroscreen racer so... NG TF pre SVA **aluminium framed windscreen** + brackets, useable condition £50 (good to have a spare). NG TF Hood and rear support hoops, windows slightly yellowed but otherwise VGC £200. NG TF pair side windows + frames (zipped) reasonable condition but windows slightly yellowed £150. NG TF windscreen wiper motor (worked when it came off car but no guarantee) + 2 chrome wipers, good condition £20. NG TF pair perspex side wind deflectors (attach to windscreen) VGC / never used £40.

The hood/windows/deflectors, etc. all attach to the pre SVA windscreen, but I guess can be made to fit the new SVA windscreen easily enough. Buyer to collect, Reading,

Berkshire

Tel: Neil Blagden 01189 133718 work

E-mail: neil_blagden@fwuk.fwc.com

Tel: 07973 878634

E-mail: frank@hcfp.co.uk

NG TF (MGB 1973 based) V8, 5-speed, red with cream interior, new chrome wires, new prop shaft, new battery, tonneau cover, wood dash, Mota-Lita steering wheel, fold-down screen + aeroscreens, tax to February 2007 & MOT to December 2006. **£6000 or sensible offers.**

Tel: Paul Clarke 02392 649127



Very good condition **NGTD** based on 1800 MGB. Finished in British racing green with brown and beige interior. Registered as NGTD Roadster on V5 13.6.1994. Years MOT, full set of weather gear, including tonneau cover. MGB wire wheels, mileage 3270. Registered on Q plated due to lack of original documentation when registered by original owner, this car is not tax exempt. Quite a rare car. Full online gallery at <http://www.hcfp.co.uk/ng> Some minor paint work and interior repairs needed hence, competitively priced at **£5,500 ono.**



NG TF based on 1800cc MGB. Only 1500 miles since build. Cream upholstery, walnut dash, hood & side screens. Immaculate condition. Cup and shield winner at Gaydon 2001. Cost £13,000 plus to build and it shows. Reluctant sale but other interests take priority. **Sensible offers** only please. Based Cotswolds.

Tel: Mike 01451 821455



NG TF 1800CC MGB based vehicle. 5000 dry miles on reconditioned engine, 5 speed plus overdrive box. SVGA tested and current MOT until June 2006. Walnut dash with MGB dials. Professionally built by Wen-

tworth Cars. First registered Jan 2000. Runs perfectly and is a joy to drive. Spots and radio fitted. **£5000.00**. Please no offers as this car is well worth the asking price.
Tel: Paul Wilkinson 07702 373468

NG TA. Good condition, MGB running gear, complete car. Runs well, tax exempt, red with polished bonnet, black seats. **£2000**
Tel: Derek 01527 60950



NG TF, sva approved September 2000. Rover red pearl finish, cream upholstery, walnut dash, 1800 MGB engine, 3000+ mileage, 1 year's MOT, 1 year's tax, first prize for best car Henley 2001, second prize 2002. **£6,950 ono**.
Tel: 07837 908160
E-mail: santinamartin76@hotmail.com

Unique opportunity: **Pastiche Gladiator V8** - Registration no. GLN 397J. Chassis no. V8-01 - Tax exempt (Reg. May 1971). Registered as Historic Vehicle & Pastiche on V5. Built as post production vehicle by Pastiche Cars, Rotherham in 1990.



Bentley Red. Newly professionally built balanced 3.9 litre V8 recently installed (400 miles) with electronic distributor & rev limiter. Offenhauser manifold, Holley 390 & new Holley fuel pump. Thermostatic oil cooler, stainless steel side silencers, adjustable race suspension, C/R Vitesse gearbox, MGB rear axle. Full history of vehicle held and vehicle has only covered circa 11,000 miles since 1990.

£10,000 ovno. For further information please contact J Curtis.
Tel: 02476 417107
E-mail: jpcurtis@btconnect.com

Original, pre-SVA full **windscreen assembly**. Frame fully assembled. Sought-after item as a 'just in case' spare **£100**. MGB c/b **front x-member £25**. NG walnut-veneered **dashboard**, home-made but with potential **£25**.

Tel: Paul Gray 01252 617175 (Hants)
E-mail: p_dgray@btinternet.com

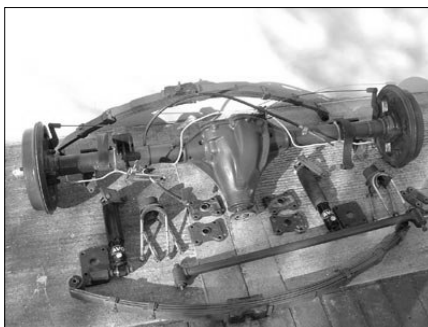
NG TF chassis kit (pre SVA), unused and in mint condition plus stripped down MGB with wire wheels

and spare gearbox with overdrive.
Enquiries to Ken Fletcher.
Tel: 01246 278007
E-mail: SonnyRufus@aol.com



Immaculate **NG TF** based on 1800cc MGB, professionally finished in Primrose with black/champagne interior and black trim. Passed SVA 2000. Registered as NGTF on V5 in 2001. Recent MOT. Full set of weather gear including mohair tonneau cover. Rebuilt engine, fast road cam, new clutch fitted 2002, stainless steel exhaust, 15" chrome wire wheels. Cibie spots. 11,000 dry miles, only used April through September. Regularly serviced. **£8750 ono**.
Tel: 01206 574360

MGB tube rear axle **NOW SOLD**, **springs and shocks** only left. Used for 32k and recently fitted with new springs (from NG Cars) and AVO adjustable tele' shocks (which I designed and AVO manufactured for me). I'm in the process of fitting a fully independent Hoyle rear end. So, all in excellent working order and ready to fit; the only problem



you will have to collect as I don't believe TNT would pick it up! I can't. For your info the shocks were £120 so I'm looking for **£250ono** (note: that included the axle, Ed).
Tel: Mike Greenland 01795 664581
Evenings: 01795 870505
E-mail: mike@mgreenland.wanadoo.co.uk



NG TC V8. Cream with cream/red interior. New Seats, carpets, dash & dials. Rover V8, Manual box. New Holley 390, new K&N air filter, new hoses, recent service. Lots of history. MOT'd until May 2006. Tax Exempt. **£6500.00 ono**. For further photos, see the club web site.
Tel: Paul Rutherford 01329 319447
Mobile: 07813 968898
E-mail: paul.rutherford2@ntlworld.com

Morris Marina 1.8 L-reg 40,000 miles from new, 1 owner (no MOT, no tax), drives, good engine, good gearbox, good axle, steering, etc. brand new tyres, new exhaust. Car is in Dartford, Kent. This car is free to any NG owner who will use the bits for their car! **No charge!** Just pick it up.

Tel: Graham 01322 346444

New - octagonal wheel nut spanner 2 $\frac{3}{4}$ " AF. New - bonnet badge - polished aluminium. New - torsion bar trunnion joint (Marina). New - pair of upper steering joints (Marina). One Lucas spot light - v good. One Lucas (chrome) no. plate light - v good. Compilation of hints & tips (63 pages) for Marina based NGs. Marina 1.8 TC Haynes manual (new). **£40 the lot**, will post for cost.

Tel: Ken Dove 01527 525927

NG TF Chassis pack and Body pack including chassis, support braces, gearbox cross member, chassis/body rubber, Panhard rod, all GRP body parts (body tub, front and rear wings, rear valance, radiator cowl), bonnet panels, bonnet hinge, radiator mesh, headlamp bowls, badge bar, spare wheel bracket, etc. There are also various brackets, fittings, seals and nut & bolt packs. Some minor modifications may be needed (seat and seat belt mountings) to the chassis to ensure SVA compliance. **We can also supply an MGB donor kit** so you will have all you

need to start your build. Please call Shane for price.

Tel: MGB Hive 01945 700500

New MGB alternator £15.

Tel: Bob Morrison 01793 783105

E-mail: rmorri1847@aol.com



NG TF V8 2+2. Rich metallic blue, beige interior, walnut burr dashboard and centre console. Built 1986, 30,000 miles, MGB based, fully refurbished up rated SD1 engine and 5 speed gearbox when built, dual port Hoffenhauser inlet manifold and 390 Holley carburettor. MGC back axle, modified springs and dampers, 72 spoke 15" wheels, full and half tonneau, stainless steel fuel tank and alarm system. Correct registration documentation, current MOT, tax exempt. All build documentation available. Very little use past 5 years. Excellent drive, in need of a little tender loving care to give hours of enjoyment next summer. Reluctant sale, space needed, sensible offers only please.

Tel: Mark Ebbutt 01633 680932 (Cardiff)

E-mail: m_ebbo@stomp.freemove.co.uk

NG TC. Built in 1987 on 1966 MGB running gear. Tax exempt, MOT until mid March, Moss Green. **£3000 ono.**
Tel: Steve 01903 775483 (East Preston, West Sussex)

NG TF. Built 2000. Based on MGB roadster. Blue. 2,000 dry miles. Reg-

istered as NG "Historic vehicle" so road tax is free. MOT till May 2006. Wire wheels. Mohair hood with clear Perspex windows to sides and rear. **£4,950** available now.

Tel: Peter Voysey 01983 730401

Email: pv1@tinyworld.co.uk.

Wanted

MGB brake servo (remote type).
Tel: Jeff Stretch 0118 969 3355

Written off/wrecked/rough/cheap
NG wanted. Preferably TA, must be correctly registered.

Tel: Bob Griffiths 01934 834585

E-mail: rob.lingriffs@btinternet.com

I'm re-building my neglected NGTF and I need the following bits: Hood

and side screens, Tonneau, Windscreen - the new style rather than the older aluminium one I have at the mo, Engine compartment side panel (left hand). I've looked at new parts from Findhorn Cars but the prices they're charging almost makes it worth buying a used car and stripping it for parts. Does anyone have a dead NG I can butcher?

Tel: Phil 07775 822128



Would like to meet: Insurance company - without GSOH when it comes to insurance prices; the best deals on the market (did I mention special premiums for NG owners?) and top class service. Call 0845 1303400

0845 1303400

Quoteline Hours: Mon to Fri 9.00am - 7.00pm Sat 9.00am - 4.00pm
email: quotes@adrianflux.co.uk | www.adrianflux.co.uk
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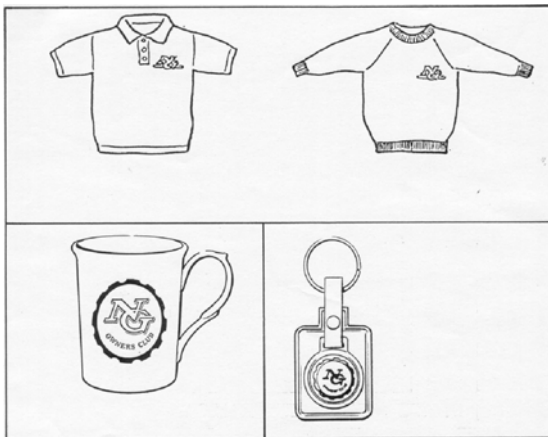
Club Products & Regalia - to be available from Mark Staley

Tel: 01332 723927 or 07711 124153

Email: mark.staley2@ntlworld.com

Please see Mark's appeal in the centre pages of this issue.

He would like to know what sort of products we would like available so that he can stock up for us. Please take a moment to send in or email a response (a photocopy will do if you do not want to spoil your magazine).



Club Literature - available from Chris Humphreys

Prices include P&P unless otherwise stated (cheques payable to NG Owners Club)

Several other titles are available - e-mail Chris for further details

MGB/NG Electrics - £1.50 (B.C. Baggerly)

Spraying your own car - £1.50 (P. Fellows)

Compilation of Hints & Tips for Marina-based NGs (63 pages) - £5.00

Fitting Doors to TD/TF models - £1.50 (Mel Clark & John Coker)

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